

steering shaft being located below said frame, said vertical steering shaft being vertically disposed, wherein said centerline axis of said vertical steering shaft lies within said centerline plane of said frame;

a rider operable steering means being attached to said first end of said vertical steering shaft, wherein said vertical steering shaft is capable of being rotated by applying a force to said rider operable steering means;

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a two-wheel propulsion means comprising a frame which has a first end, a second end and a third end, said frame having means for attaching said first end to said second end of said vertical steering shaft, a first propulsion wheel being attached to said second end, a second propulsion wheel being attached to said third end, said first and second propulsion wheels rotating in the same and in only one direction and both said first and second propulsion wheels rotating in the same direction; and

a safety wheel assembly comprising a frame and a wheel, wherein said safety wheel assembly is rotatably attached to said third end of said two-wheel propulsion means in such a manner that said safety wheel assembly is capable of rotating about a vertical axis relative to said third end while said wheel is rotatably attached to said frame of said safety wheel assembly so as to permit horizontal rolling of said wheel, wherein said safety wheel assembly being sized shaped and disposed in such a manner that said safety wheel assembly only comes into contact with a ground surface when said two-wheel propulsion means excessively tips reducing a distance between said third end of said two-wheel propulsion means and the ground surface.

34. The rider-propelled wheeled vehicle, as recited in claim 33, further comprising a removable forward vertical steering shaft support, which has a first end and a second end, wherein said first end is detachably connected to said upper surface of said first end of said frame and said second end is detachably attached to said vertical steering shaft for facilitating free rotation of said vertical steering shaft about said vertical centerline axis.

35. The rider-propelled wheeled vehicle, as recited in claim 33, further comprising a safety bumper and brake means which is attached to said lower surface of said second end of said frame aft said support wheel assembly so as to reduce a distance between a ground surface and said lower surface of said second end of said frame, so as to prevent excessive backward tipping of said rider-propelled wheeled vehicle on said

wheels of said support wheel assembly and to function as a braking device by deliberately tipping said rider-propelled wheeled vehicle backwards to bring said safety bumper and brake means into frictional contact with the ground surface.

36. The rider-propelled wheeled vehicle, as recited in claim 34, further comprising a safety bumper and brake means which is attached to said lower surface of said second end of said frame aft said support wheel assembly so as to reduce a distance between a ground surface and said lower surface of said second end of said frame, so as to prevent excessive backward tipping of said rider-propelled wheeled vehicle on said wheels of said support wheel assembly and to function as a braking device by deliberately tipping said rider-propelled wheeled vehicle backwards to bring said safety bumper and brake means into frictional contact with the ground surface.

37. The rider-propelled wheeled vehicle, as recited in claim 33, further comprising a foot steering means for attaching to a footwear of a rider, wherein said vertical steering shaft has a separation joint located above a rotatable connection through said first end of said frame, wherein when said separation joint is disconnected, a portion of said vertical steering shaft above said separation joint is removed and said foot steering means is attached to a remaining portion of said vertical steering shaft.

38. The rider-propelled wheeled vehicle, as recited in claim 37, further comprising an aft foot holder for attaching to the footwear of the rider, wherein said aft foot holder is attached to said upper surface of said frame near said second end.

39. The rider-propelled wheeled vehicle, as recited in claim 38, wherein said support wheel assembly is removed from said frame and said two-wheel propulsion means is replaced by a steering ski attached to said first end of said vertical steering shaft.

40. The rider-propelled wheeled vehicle, as recited in claim 34, further comprising a foot steering means for attaching to a footwear of a rider, wherein said vertical steering shaft has a separation joint located above a rotatable connection through said first end of said frame, wherein when said separation joint is disconnected, a portion of said vertical steering shaft above said separation joint is removed and said foot steering means is attached to a remaining portion of said vertical steering shaft.

41. The rider-propelled wheeled vehicle, as recited in claim 40, further comprising an aft foot holder for attaching to the footwear of the rider, wherein said aft foot holder is attached to said upper surface of said frame near said second end.

42. The rider-propelled wheeled vehicle, as recited in claim 41, wherein said support wheel assembly is removed from said frame and said two-wheel propulsion means is replaced by a steering ski attached to said first end of said vertical steering shaft.

43. The rider-propelled wheeled vehicle, as recited in claim 35, further comprising a foot steering means for attaching to a footwear of a rider, wherein said vertical steering shaft has a separation joint located above a rotatable connection through said first end of said frame, wherein when said separation joint is disconnected, a portion of said vertical steering shaft above said separation joint is removed and said foot steering means is attached to a remaining portion of said vertical steering shaft.

44. The rider-propelled wheeled vehicle, as recited in claim 43, further comprising an aft foot holder for attaching to the footwear of the rider, wherein said aft foot holder is attached to said upper surface of said frame near said second end.

45. The rider-propelled wheeled vehicle, as recited in claim 44, wherein said support wheel assembly and said safety bumper and brake means are removed from said frame and said two-wheel propulsion means is replaced by a steering ski attached to said first end of said vertical steering shaft.

46. The rider-propelled wheeled vehicle, as recited in claim 33, further comprising a pair of foot stirrups which are connected to opposite sides of said rider operable steering means.

47. The rider-propelled wheeled vehicle, as recited in claim 34, further comprising a pair of foot stirrups which are connected to opposite sides of said rider operable steering means.

48. The rider-propelled wheeled vehicle, as recited in claim 35, further comprising a pair of foot stirrups which are connected to opposite sides of said rider operable steering means.

49. The rider-propelled wheeled vehicle, as recited in claim 33, further comprising a pair of removable cantilevered foot pedals which are connected on opposite sides of said vertical steering shaft, wherein by applying a rider foot force to each of said removable cantilevered foot pedal imparts a back and forth rotation about said vertical centerline axis of said vertical steering shaft required to steer and propel said rider-propelled wheeled vehicle forward.

50. The rider-propelled wheeled vehicle, as recited in claim 34, further comprising a pair of removable cantilevered foot pedals which are connected on opposite sides of said vertical steering shaft, wherein by applying a rider foot force to each of said removable cantilevered foot pedal imparts a back and forth rotation about said vertical centerline axis of said vertical steering shaft required to steer and propel said rider-propelled wheeled vehicle forward.

51. The rider-propelled wheeled vehicle, as recited in claim 35, further comprising a pair of removable cantilevered foot pedals which are connected on opposite sides of said vertical steering shaft, wherein by applying a rider foot force to each of said removable cantilevered foot pedal imparts a back and forth rotation about said vertical centerline axis of said vertical steering shaft required to steer and propel said rider-propelled wheeled vehicle forward.

52. The rider-propelled wheeled vehicle, as recited in claim 33, wherein said vertical steering shaft is a vertical telescoping extensible steering shaft that is capable of changing a distance between said first end and said second end thereof.

53. The rider-propelled wheeled vehicle, as recited in claim 52, wherein said vertical steering shaft comprises an outside shaft, which has a first end, a second end, an outer surface, and a hollow interior, and a plurality of concentrically ensleeved inside shafts each capable of being ensleeved by said outside shaft to make said vertical steering shaft telescopic, wherein said vertical steering shaft further comprises a locking means which is affixed to said second end of each said outside shaft to lock each corresponding ensleeved said inside shaft, each said inside shaft being capable of being locked into a predetermined telescopic extension length.

54. The rider-propelled wheeled vehicle, as recited in claim 34, wherein said vertical steering shaft is a vertical telescoping extensible steering shaft that is capable of changing a distance between said first end and said second end thereof.

55. The rider-propelled wheeled vehicle, as recited in claim 54, wherein said vertical steering shaft comprises an outside shaft, which has a first end, a second end, an outer surface, and a hollow interior, and a plurality of concentrically ensleeved inside shafts each capable of being ensleeved by said outside shaft to make said vertical steering shaft telescopic, wherein said vertical steering shaft further comprises a locking means which is affixed to said second end of each said outside shaft to lock each

corresponding ensleeved said inside shaft, each said inside shaft being capable of being locked into a predetermined telescopic extension length.

56. The rider-propelled wheeled vehicle, as recited in claim 35, wherein said vertical steering shaft is a vertical telescoping extensible steering shaft that is capable of changing a distance between said first end and said second end thereof.

57. The rider-propelled wheeled vehicle, as recited in claim 56, wherein said vertical steering shaft comprises an outside shaft, which has a first end, a second end, an outer surface, and a hollow interior, and a plurality of concentrically ensleeved inside shafts each capable of being ensleeved by said outside shaft to make said vertical steering shaft telescopic, wherein said vertical steering shaft further comprises a locking means which is affixed to said second end of each said outside shaft to lock each corresponding ensleeved said inside shaft, each said inside shaft being capable of being locked into a predetermined telescopic extension length.

58. A rider-propelled wheeled vehicle, comprising:

a frame, which has a vertical centerline plane running lengthwise, a first end, a second end, a midsection, a first side, a second side, an upper surface, and a lower surface;

a support wheel assembly being attached to said second end of said frame, wherein said support wheel assembly has a pair of wheels mounted onto a means for attaching said wheels onto said frame;

a vertical steering shaft having a first end, a second end and a vertical centerline axis, said vertical steering shaft being rotatably connected through said first end of said frame permitting a 360 degree swivel of said vertical steering shaft, said first end of said vertical steering shaft being located above said frame, said second end of said vertical steering shaft being located below said frame, said vertical steering shaft being vertically disposed, wherein said centerline axis of said vertical steering shaft lies within said centerline plane of said frame;

a rider operable steering means being attached to said first end of said vertical steering shaft, wherein said vertical steering shaft is capable of being rotated by applying a force to said rider operable steering means;

a two-wheel propulsion means having a frame which has a first end, a second end and a third end, said frame having means for attaching said first end to said second end of said vertical steering shaft, a first propulsion wheel being attached to said second end, a second propulsion wheel being attached to said third end, said first and second propulsion wheels rotating in the same and in only one direction and both said first and second propulsion wheels rotating in the same direction; and

a removable forward vertical steering shaft support, which has a first end and a second end, wherein said first end is detachably connected to said upper surface of said first end of said frame and said second end is detachably attached to said vertical steering shaft for facilitating free rotation of said vertical steering shaft about said vertical centerline axis.

59. The rider-propelled wheeled vehicle, as recited in claim 58, further comprising a foot steering means for attaching to a footwear of a rider, wherein said vertical steering shaft has a separation joint located above a rotatable connection through said first end of said frame, wherein when said separation joint is disconnected, a portion of said vertical steering shaft above said separation joint is removed and said foot steering means is attached to a remaining portion of said vertical steering shaft.

60. The rider-propelled wheeled vehicle, as recited in claim 59, further comprising an aft foot holder for attaching to the footwear of the rider, wherein said aft foot holder is attached to said upper surface of said frame near said second end.

61. The rider-propelled wheeled vehicle, as recited in claim 60, wherein said support wheel assembly is removed from said frame and said two-wheel propulsion means is replaced by a steering ski attached to said first end of said vertical steering shaft.

62. The rider-propelled wheeled vehicle, as recited in claim 58, further comprising a pair of foot stirrups which are connected to opposite sides of said rider operable steering means.

63. The rider-propelled wheeled vehicle, as recited in claim 58, further comprising a pair of removable cantilevered foot pedals which are connected on opposite sides of said vertical steering shaft, wherein by applying a rider foot force to each of said removable cantilevered foot pedal imparts a back and forth rotation about said vertical centerline axis of said vertical steering shaft required to steer and propel said rider-propelled wheeled vehicle forward.

64. The rider-propelled wheeled vehicle, as recited in claim 58, wherein said vertical steering shaft is a vertical telescoping extensible steering shaft that is capable of changing a distance between said first end and said second end thereof.

65. The rider-propelled wheeled vehicle, as recited in claim 64, wherein said vertical steering shaft comprises an outside shaft, which has a first end, a second end, an outer surface, and a hollow interior, and a plurality of concentrically ensleeved inside shafts each capable of being ensleeved by said outside shaft to make said vertical steering shaft telescopic, wherein said vertical steering shaft further comprises a locking means which is affixed to said second end of each said outside shaft to lock each corresponding ensleeved said inside shaft, each said inside shaft being capable of being locked into a predetermined telescopic extension length.

66. A rider-propelled wheeled vehicle, comprising:

§1 a frame, which has a vertical centerline plane running lengthwise, a first end, a second end, a midsection, a first side, a second side, an upper surface, and a lower surface;

a support wheel assembly being attached to said second end of said frame, wherein said support wheel assembly has a pair of wheels mounted onto a means for attaching said wheels onto said frame;

a vertical steering shaft having a first end, a second end and a vertical centerline axis, said vertical steering shaft being rotatably connected through said first end of said frame permitting a 360 degree swivel of said vertical steering shaft, said first end of said vertical steering shaft being located above said frame, said second end of said vertical steering shaft being located below said frame, said vertical steering shaft being vertically disposed, wherein said centerline axis of said vertical steering shaft lies within said centerline plane of said frame;

a rider operable steering means being attached to said first end of said vertical steering shaft, wherein said vertical steering shaft is capable of being rotated by applying a force to said rider operable steering means;

a two-wheel propulsion means having a frame which has a first end, a second end and a third end, said frame having means for attaching said first end to said second end of said vertical steering shaft, a first propulsion wheel being attached to said second

end, a second propulsion wheel being attached to said third end, said first and second propulsion wheels rotating in the same and in only one direction and both said first and second propulsion wheels rotating in the same direction; and

a foot steering means for attaching to a footwear of a rider, wherein said vertical steering shaft has a separation joint located above a rotatable connection through said first end of said frame, wherein when said separation joint is disconnected, a portion of said vertical steering shaft above said separation joint is removed and said foot steering means is attached to a remaining portion of said vertical steering shaft.

67. The rider-propelled wheeled vehicle, as recited in claim 66, further comprising an aft foot holder for attaching to the footwear of the rider, wherein said aft foot holder is attached to said upper surface of said frame near said second end.

68. The rider-propelled wheeled vehicle, as recited in claim 67, wherein said support wheel assembly is removed from said frame and said two-wheel propulsion means is replaced by a steering ski attached to said first end of said vertical steering shaft.

69. A rider-propelled wheeled vehicle, comprising:

a frame, which has a vertical centerline plane running lengthwise, a first end, a second end, a midsection, a first side, a second side, an upper surface, and a lower surface;

a support wheel assembly being attached to said second end of said frame, wherein said support wheel assembly has a pair of wheels mounted onto a means for attaching said wheels onto said frame;

a vertical steering shaft having a first end, a second end and a vertical centerline axis, said vertical steering shaft being rotatably connected through said first end of said frame permitting a 360 degree swivel of said vertical steering shaft, said first end of said vertical steering shaft being located above said frame, said second end of said vertical steering shaft being located below said frame, said vertical steering shaft being vertically disposed, wherein said centerline axis of said vertical steering shaft lies within said centerline plane of said frame;

a rider operable steering means being attached to said first end of said vertical steering shaft, wherein said vertical steering shaft is capable of being rotated by applying a force to said rider operable steering means;

a two-wheel propulsion means having a frame which has a first end, a second end and a third end, said frame having means for attaching said first end to said second end of said vertical steering shaft, a first propulsion wheel being attached to said second end, a second propulsion wheel being attached to said third end, said first and second propulsion wheels rotating in the same and in only one direction and both said first and second propulsion wheels rotating in the same direction; and

DI a safety bumper and brake means which is attached to said lower surface of said second end of said frame aft said support wheel assembly so as to reduce a distance between a ground surface and said lower surface of said second end of said frame, so as to prevent excessive backward tipping of said rider-propelled wheeled vehicle on said wheels of said support wheel assembly and to function as a braking device by deliberately tipping said rider-propelled wheeled vehicle backwards to bring said safety bumper and brake means into frictional contact with the ground surface.

70. The rider-propelled wheeled vehicle, as recited in claim 69, further comprising a foot steering means for attaching to a footwear of a rider, wherein said vertical steering shaft has a separation joint located above a rotatable connection through said first end of said frame, wherein when said separation joint is disconnected, a portion of said vertical steering shaft above said separation joint is removed and said foot steering means is attached to a remaining portion of said vertical steering shaft.

71. The rider-propelled wheeled vehicle, as recited in claim 70, further comprising an aft foot holder for attaching to the footwear of the rider, wherein said aft foot holder is attached to said upper surface of said frame near said second end.

72. The rider-propelled wheeled vehicle, as recited in claim 71, wherein said support wheel assembly and safety bumper and brake means are removed from said frame and said two-wheel propulsion means is replaced by a steering ski attached to said first end of said vertical steering shaft.

73. The rider-propelled wheeled vehicle, as recited in claim 69, further comprising a pair of foot stirrups which are connected to opposite sides of said rider operable steering means.

74. The rider-propelled wheeled vehicle, as recited in claim 69, further comprising a pair of removable cantilevered foot pedals which are connected on opposite sides of said vertical steering shaft, wherein by applying a rider foot force to each of said removable cantilevered foot pedal imparts a back and forth rotation about said vertical centerline axis of said vertical steering shaft required to steer and propel said rider-propelled wheeled vehicle forward.

75. The rider-propelled wheeled vehicle, as recited in claim 69, wherein said vertical steering shaft is a vertical telescoping extensible steering shaft that is capable of changing a distance between said first end and said second end thereof.

76. The rider-propelled wheeled vehicle, as recited in claim 75, wherein said vertical steering shaft comprises an outside shaft, which has a first end, a second end, an outer surface, and a hollow interior, and a plurality of concentrically ensleeved inside shafts each capable of being ensleeved by said outside shaft to make said vertical steering shaft telescopic, wherein said vertical steering shaft further comprises a locking means which is affixed to said second end of each said outside shaft to lock each corresponding ensleeved said inside shaft, each said inside shaft being capable of being locked into a predetermined telescopic extension length.

77. A rider-propelled wheeled vehicle, comprising:

a frame, which has a vertical centerline plane running lengthwise, a first end, a second end, a midsection, a first side, a second side, an upper surface, and a lower surface;

a support wheel assembly being attached to said second end of said frame, wherein said support wheel assembly has a pair of wheels mounted onto a means for attaching said wheels onto said frame;

a vertical steering shaft having a first end, a second end and a vertical centerline axis, said vertical steering shaft being rotatably connected through said first end of said frame permitting a 360 degree swivel of said vertical steering shaft, said first end of said vertical steering shaft being located above said frame, said second end of said vertical steering shaft being located below said frame, said vertical steering shaft being vertically disposed, wherein said centerline axis of said vertical steering shaft lies within said centerline plane of said frame;

a rider operable steering means being attached to said first end of said vertical steering shaft, wherein said vertical steering shaft is capable of being rotated by applying a force to said rider operable steering means;

a two-wheel propulsion means having a frame which has a first end, a second end and a third end, said frame having means for attaching said first end to said second end of said vertical steering shaft, a first propulsion wheel being attached to said second end, a second propulsion wheel being attached to said third end, said first and second propulsion wheels rotating in the same and in only one direction and both said first and second propulsion wheels rotating in the same direction; and

a pair of foot stirrups which are connected to opposite sides of said rider operable steering means.

81. 78. The rider-propelled wheeled vehicle, as recited in claim 77 wherein said vertical steering shaft is a vertical telescoping extensible steering shaft that is capable of changing a distance between said first end and said second end thereof.

79. The rider-propelled wheeled vehicle, as recited in claim 78, wherein said vertical steering shaft comprises an outside shaft, which has a first end, a second end, an outer surface, and a hollow interior, and a plurality of concentrically ensleeved inside shafts each capable of being ensleeved by said outside shaft to make said vertical steering shaft telescopic, wherein said vertical steering shaft further comprises a locking means which is affixed to said second end of each said outside shaft to lock each corresponding ensleeved said inside shaft, each said inside shaft being capable of being locked into a predetermined telescopic extension length.

80. A rider-propelled wheeled vehicle, comprising:

a frame, which has a vertical centerline plane running lengthwise, a first end, a second end, a midsection, a first side, a second side, an upper surface, and a lower surface;

a support wheel assembly being attached to said second end of said frame, wherein said support wheel assembly has a pair of wheels mounted onto a means for attaching said wheels onto said frame;

a vertical steering shaft having a first end, a second end and a vertical centerline axis, said vertical steering shaft being rotatably connected through said first end of said frame permitting a 360 degree swivel of said vertical steering shaft, said first end of said vertical steering shaft being located above said frame, said second end of said vertical steering shaft being located below said frame, said vertical steering shaft being vertically disposed, wherein said centerline axis of said vertical steering shaft lies within said centerline plane of said frame;

a rider operable steering means being attached to said first end of said vertical steering shaft, wherein said vertical steering shaft is capable of being rotated by applying a force to said rider operable steering means;

81 a two-wheel propulsion means having a frame which has a first end, a second end and a third end, said frame having means for attaching said first end to said second end of said vertical steering shaft, a first propulsion wheel being attached to said second end, a second propulsion wheel being attached to said third end, said first and second propulsion wheels rotating in the same and in only one direction and both said first and second propulsion wheels rotating in the same direction; and

a pair of removable cantilevered foot pedals which are connected on opposite sides of said vertical steering shaft, wherein by applying a rider foot force to each of said removable cantilevered foot pedal imparts a back and forth rotation about said vertical centerline axis of said vertical steering shaft required to steer and propel said rider-propelled wheeled vehicle forward.

81. The rider-propelled wheeled vehicle, as recited in claim 80, wherein said vertical steering shaft is a vertical telescoping extensible steering shaft that is capable of changing a distance between said first end and said second end thereof.

82. The rider-propelled wheeled vehicle, as recited in claim 81, wherein said vertical steering shaft comprises an outside shaft, which has a first end, a second end, an outer surface, and a hollow interior, and a plurality of concentrically ensleeved inside shafts each capable of being ensleeved by said outside shaft to make said vertical steering shaft telescopic, wherein said vertical steering shaft further comprises a locking means which is affixed to said second end of each said outside shaft to lock each corresponding ensleeved said inside shaft, each said inside shaft being capable of being locked into a predetermined telescopic extension length.